



BEFORE YOU GET YOUR **MOTOR RUNNIN'**



BROUGHT TO YOU BY THE ARIZONA MOTORCYCLE SAFETY ADVISORY COUNCIL



Letter from the Director



Richard Fimbres
*Director, Governor's
Office of Highway
Safety*

The Arizona Governor's Office of Highway Safety (GOHS) is the focal point for highway safety issues in Arizona. GOHS provides leadership by developing, promoting and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.

GOHS is fortunate to work with so many outstanding partners to accomplish its mission, especially with the support of our Governor Janet Napolitano, her staff and our regional and national offices of the National Highway Traffic Safety Administration.

The State Motorcycle Safety Advisory Council is a natural partner in our goal to promote motorcycle safety. Through education - like this publication that was

funded through a portion of motorcycle registrations - enforcement, outreach and legislation, our focus is on comprehensive programs that prevent crashes, prevent injuries and fatalities. Our initiatives foster promoting motorcycle rider education and licensing; reducing the number of impaired motorcyclists; increasing motorist awareness of motorcycles, and increasing safety equipment and helmet use.

"Motorcycle riding is a popular form of recreation and transportation for thousands of people across Arizona," said Governor Janet Napolitano. "The safe operation of a motorcycle requires the use of special skills developed through a combination of training and experience, the use of good judgment, and through knowledge of traffic laws and licensing requirements. It is also very important that motorists also share the road and be aware of motorcycles on our streets and highways."

I would like to personally thank the men and women of emergency medical services and the law enforcement community throughout the state for their support staff throughout the state. They are the first responders in a motorcycle incident and essential in maintaining safer roadways in Arizona.

To learn more about motorcycle safety and our office, please visit our web site at www.azgohs.gov. We'd appreciate learning your thoughts. E-mail us at comments@azgohs.gov. Special thanks to the dedicated individuals serving on the Motorcycle Safety Awareness Council. Highway Safety is everyone's responsibility, every person can make a difference in making our streets safer.



Letter from MSAC

Arizona Motorcycle Safety Advisory Council

The great state of Arizona is a great state for motorcycle riding.

More people than ever before are choosing to ride motorcycles for many reasons. Ours is one of the only states with a climate that encourages year-round riding for its residents, as well as attracting riders from all over the country and all over the world to enjoy our unique landscape, and some of the most beautiful roads and scenery anywhere. With the rising cost of gasoline, motorcycles are becoming the vehicle of choice by those interested in saving some money at the gas pumps, as well as those interested in conserving the fuel we have by choosing to operate a more fuel-efficient vehicle.

This publication, funded by the Motorcycle Safety Advisory Council which receives a portion of motorcycle registrations to produce educational materials, offers a wealth of knowledge about safe riding- and driving-for both motorcyclists and motorists. We want everyone to enjoy our roads, so please. . .

Motorists: look out for motorcyclists. Take extra care at intersections or whenever turning across traffic.

Motorcyclists: do your part for safety by taking a rider training course, getting properly licensed, wear protective riding gear, and ride free from impairment.

Arizona is a great state for motorcyclists... let's all work together to make it a safe state for everyone.

Arizona Motorcycle Safety Advisory Council Members

Dick Studdard, Chair

Jean Cooper

Sheila Robinson, Vice Chair

Steve Musgrave

Don Orton

Motorcycle Safety Websites

and other Motorcycle Information Sites:

- **Motorcycle Safety Foundation**
www.msf-usa.org
- **American Motorcyclist Association**
www.ama-cycle.org
- **Arizona Motor Vehicle Division**
www.azdot.gov/mvd
- **Motorcycle Riders Foundation**
www.mrf.org
- **Arizona Governor's Office of Highway Safety**
www.azgohs.gov
- **The Modified Motorcycle Association of Arizona**
www.mma-az.org
- **National Highway Traffic Safety Administration**
www.nhtsa.dot.gov
- **American Brotherhood Aimed Toward Education of Arizona**
www.abateofaz.org
- **Arizona Motorcycling**
www.arizonamotorcycling.com

Ride Safe and Sober, Keep the Rubber Side Down

Dick Studdard, Chair,
Arizona Motorcycle Safety Advisory Council

The three major factors in motorcycle crashes are:

Motorist awareness of the motorcycle rider

A study by the University of California showed that motorists' failure to detect and recognize motorcycles in traffic are the predominant cause of crashes involving motorcycles and other vehicles. Many motorists fail to detect motorcyclists because they don't expect to see them or they aren't looking for a motorcycle. They expect to see other cars and don't realize there are many motorcycles on the road. Intersections and driveways are the most dangerous for the motorcyclist due to the motorist turning left in front of the motorcyclist or pulling out in front of the motorcyclist.

The unlicensed & untrained rider

Police officers indicate that about 30 percent of the motorcyclists stopped for a traffic violation do not have a valid driver's license or the license is

not endorsed for the rider to operate a motorcycle. Unlicensed motorcycle riders are over represented in fatal crashes in Arizona. During fiscal year 2004, the Motor Vehicles Division issued 21,294 motorcycle endorsements. During the same period, the total certificates of completion issued by all the motorcycle training schools in Arizona total 6,465. That means only 30 percent of the new licensees received rider training. More than 14,000 riders received their motorcycle endorsement by going to the local MVD office and taking the written and riding test. Approximately 40 percent of the applicants who go to the MVD for a motorcycle endorsement fail either the written or riding test. Many of the motorcycle riders do not know that the motorcycle schools are available. Attending a motorcycle training school will make the rider a safer rider and make riding a motorcycle more enjoyable. On completion of the school, many insurance companies give a discount to the rider.

The impaired rider

The National Highway Traffic Safety Administration reported that 41 percent of the motorcycle operators who died in single vehicle crashes in 2004 had a blood alcohol concentration of .08 percent or



higher. Riding a motorcycle is 90 percent mental and alcohol and drugs can impair the rider at very low levels. The first thing to go when an individual is consuming alcohol is judgment. Studies have shown that even in small amounts alcohol can put the rider at risk and should be avoided. Legal and illegal drugs will also affect the rider's ability to safely operate a motorcycle. Many over the counter drugs can also have an adverse effect on the rider and if the drugs are needed for medical reasons, then operating a motorcycle should be avoided.

The Numbers are Scary

There's no denying the numbers - more people are riding motorcycles and more motorcycle riders are dying in wrecks than ever before.

In 2004, more than 9 million Americans rode a motorcycle. That year, nearly 4,000 of those motorcycle riders died in a wreck, including 119 in Arizona.

Besides the dead, the number of injured has skyrocketed, too. National estimates by the National Highway Traffic Safety Administration for 2004 show that more than 76,000 motorcycle riders were injured (requiring hospitalization or transport to a medical facility) in accidents. In Arizona in 2004, 2,456 motorcycle riders were injured in crashes.

The reasons for these alarming statistics are many:

- **Ridership is at an all-time high.** There are more motorcycle riders to get into crashes. There are 9 million registered motorcycles in the United States in 2005. That's up from just more than 2 million 10 years ago.

- **Experience is low.** Many new motorcycle riders know only enough about riding a motorcycle to pass their licensing test. In Arizona, almost a third of motorcycle riders stopped by police do not have the proper license for operating a motorcycle. The Arizona Motorcycle Safety Advisory Council estimates that nearly 70 percent of motorcycle riders have had no rider training. Plus, about 40 percent of Arizona motorcycle license applicants fail either the written or riding test the first time they take it.

- **Powerful bikes.** Motorcycles have come a long way since the last biking craze in the 1950s and '60s. Many bikes today have more than 100 horsepower and are much lighter than their predecessors, making them quicker, especially in turns. Controlling a fast, light bike takes a lot of skill and experience.

- **Helmet laws.** In 1995, Congress removed highway funding restrictions for states without mandatory helmet laws. As a result, many states

4,008

Deadly Statistics

In 2004, **4,008** motorcyclists were killed and an additional **76,000** were injured in traffic crashes in the United States - 8 percent more than the **3,714** motorcyclist fatalities and 14 percent more than the **67,000** motorcyclist injuries reported in 2003.

-Traffic Safety Facts, National Highway Traffic Safety Administration

changed or repealed their restrictions (Arizona's helmet law only lasted three years before being repealed in 1976. Arizona now only requires riders under age 18 to wear a helmet). Motorcycle fatalities and injuries in the 1980s reached record highs, prompting helmet requirements. Motorcycle fatalities began to fall, reaching its lowest number in 1997. Since then, as helmet restrictions were relaxed or repealed, motorcycle deaths have increased every year.

- **More congested roadways.** Near gridlock prevails in most of the nation's big cities, Phoenix and Tucson being no exceptions. Hard to see motorcycles competing for space on congested roads with cars and trucks often leads to accidents. Most wrecks between a car and a motorcycle involve the car violating the motorcycle's right of way,

either pulling into traffic in front of a motorcycle or changing lanes into a motorcycle.

- **Inexperienced and inattentive motorists.** The most common refrain from motorists involved in an accident with a motorcycle is, "I never saw him." Many car drivers do not have their mirrors adjusted properly, especially their side mirrors. As a result, the thinner profile of a motorcycle makes it more likely for a motorcycle to be in a car's "blind spot" on multi-lane roads. The increase in drivers using cell phones and iPods or eating or doing other activities while driving are also causes for the "I never saw him" factor.

- **Drugs and alcohol.** The sad truth is that of the 119 motorcyclists who died in accidents in Arizona in 2004, 40 had alcohol in their blood with the vast majority having a blood alcohol content above the legal limit, .08.

- **It's a motorcycle, after all.** With no bumpers, doors, crumple zones or airbags to protect a rider, even low speed "fender benders" can result in serious injuries to motorcyclists. Not wearing a helmet magnifies the risk.

Despite the scary statistics, motorcycle riding can be safe, fun and economical. There are good reasons why so many Americans are buying motorcycles. Besides the mythology, nostalgia and machismo associated with bikes, they get great gas mileage, you can drive them in the car pool lane and they're fun to ride. The key is not falling off, no matter the reason or the speed.

May is Motorcycle Safety Awareness Month and the Governor's Office of Highway Safety, the Arizona Motorcycle Safety Advisory Council, and the National Highway Traffic Safety Administration have produced this newspaper insert to educate everyone - motorcyclists and motorists - about motorcycle safety.

Before you get your motor runnin' learn how to ride right and ride safe.

119

Sobering Numbers

In 2004,
119 motorcycle riders in Arizona died in crashes
Of those, **70 percent** were not wearing a helmet and **34 percent** had alcohol in their system.

-Traffic Safety Facts,
National Highway Traffic Safety Administration

40%

Hey Kid! Where's Your Helmet?

Data in states where only minors are required to wear helmets (including Arizona) show that fewer than **40 percent** of the fatally-injured minors wear helmets even though the law requires them to do so.

-Traffic Safety Facts, National Highway Traffic Safety Administration

Ride Right

Riding a motorcycle requires a little more preparation and training than hopping into a car and driving off.

The following is a helpful guide for riding right:

2,320

Age is a Factor

In 1994, there were 2,320 motorcycle fatalities. Of those, only 541, or 23 percent, were over age 40. In 2004, of the 4,008 motorcycle deaths, 1,847, or 46 percent, were over age 40.

- Traffic Safety Facts, National Highway Traffic Safety Administration

80%

Size Matters

In 2004, of the 4,008 motorcycle fatalities, nearly 80 percent involved motorcycles with engines larger than 500 ccs. Motorcycles with engines smaller than 500 ccs were involved in only 5 percent of the fatal crashes.

- Traffic Safety Facts, National Highway Traffic Safety Administration

The Rider

Helmet: Always wear your helmet, even if you're just riding around the block. Make sure your helmet fits properly and you have good visibility. Make sure it meets the U.S. Department of Transportation standard. A helmet without a DOT sticker does not meet minimum safety standards. Always fasten the helmet strap. A helmet that goes flying off your head at just the moment you need it kind of defeats the purpose.

Eye Protection: Always wear goggles or a visor on your helmet, even if your bike has a windscreen. A bug or a pebble in the eye at 40 mph can quickly turn a fun ride into a deadly one, not to mention the risk of blindness.

Clothing and Gloves: Always wear a jacket made of sturdy material: denim, nylon or leather. Always wear gloves. Always wear long pants. Always wear over-the-ankle boots. Sounds hot, doesn't it? That's the curse of riding a motorcycle in Arizona. Gloves protect your hands from injury from flying objects and helps you keep control of the bike. Likewise for the pants and the boots. The jacket helps you keep your skin on your body if you fall off, whatever the reason (every rider, even the most skilled, has had a spill on their bike). Even low speed crashes can peel skin like a banana. Most people can run at least 15 mph over short distances. Try going out to

the street in sandals, shorts and a T-shirt, run full speed and then slide chest first on the pavement like a baseball player into second base. Sound painful? Wear the jacket, pants, boots and gloves and save your skin. Make sure your clothing is bright or reflective. The easier it is for motorists to see you, the better, especially at night.

Finally have proper bad weather gear, especially rain gear.

Ride sober: Never operate a motorcycle under the influence of alcohol or prohibited drugs. If you take prescription medicine, adhere to the directions on the bottle and your doctor's and pharmacist's directions. If they say don't operate a motor vehicle or machinery, then don't.

The Bike

Know your bike, the more familiar you are with your motorcycle, the safer you are riding it.

The Controls: Know where all the controls are on your bike and how to use them. Sit on the bike with the engine off and practice operating the controls like you were riding it. Practice with the turn signals, pressing the horn button, turning on and off the lights and making them brighter or dimmer. Know how to turn on your reserve fuel (if you have one). You don't want to be looking for it at 40 mph when your bike starts to cough for gas.

Gears and Brakes: Practice shifting gears. The better you are at upshifting and downshifting the more control you have over your bike, especially

in an emergency. Don't put your bike in neutral at stoplights, keep it in first gear. You might have to leave in a hurry. Know where the brake lever and pedal are and practice braking. There are few things more important to know about your bike than how to stop in a hurry. Just because you know how to squeeze the lever and press the pedal at the same time doesn't mean you're good at braking. Practice braking, the better you are, the safer you are.

Maintenance: Keep your bike well maintained and in good operating order. Make sure all the lights work, all the controls work, the brakes are in good shape, the chain has the proper tension and lubrication, the engine is well-tuned, the oil and coolant levels are correct and the tires have good tread and the right air pressure. Any one of these being in poor repair or service can affect the safety of your ride. Follow your manufacturer's guidelines for annual and semi-annual maintenance.

Source: You and Your Motorcycle: Riding Tips, by the Motorcycle Safety Foundation, www.msfsa.org.

Arizona Law 28-964

Motorcycles; all-terrain vehicles; motor driven cycles; equipment; exception; prohibition

A. An operator or passenger of a motorcycle, all-terrain vehicle or motor driven cycle who is under eighteen years of age shall wear at all times a protective helmet on the operator's or passenger's head in an appropriate manner. The protective helmet shall be safely secured while the operator or passenger is operating or riding on the motorcycle, all-terrain vehicle or motor driven cycle. An operator of a motorcycle, all-terrain vehicle or motor driven cycle shall wear at all times protective glasses, goggles or a transparent face shield of a type approved by the director unless the motorcycle, all-terrain vehicle or motor driven cycle is equipped with a protective windshield. This subsection does not apply to electrically powered three wheeled vehicles or three wheeled vehicles on which the operator and passenger ride within an enclosed cab.

B. A motorcycle, all-terrain vehicle and motor driven cycle shall be equipped with a rearview mirror, seat and footrests for the operator. A motorcycle, all-terrain vehicle or motor driven cycle operated with a passenger shall be equipped with a seat, footrests and handrails for the passenger.

C. A person shall not operate a motorcycle, all-terrain vehicle or motor driven cycle equipped with handlebars that are positioned so that the hands of the operator are above the operator's shoulder height when the operator is sitting astride the seat and the operator's hands are on the handlebar grips.

Arizona Law 28-903

Operation of motorcycle on laned roadway; exceptions

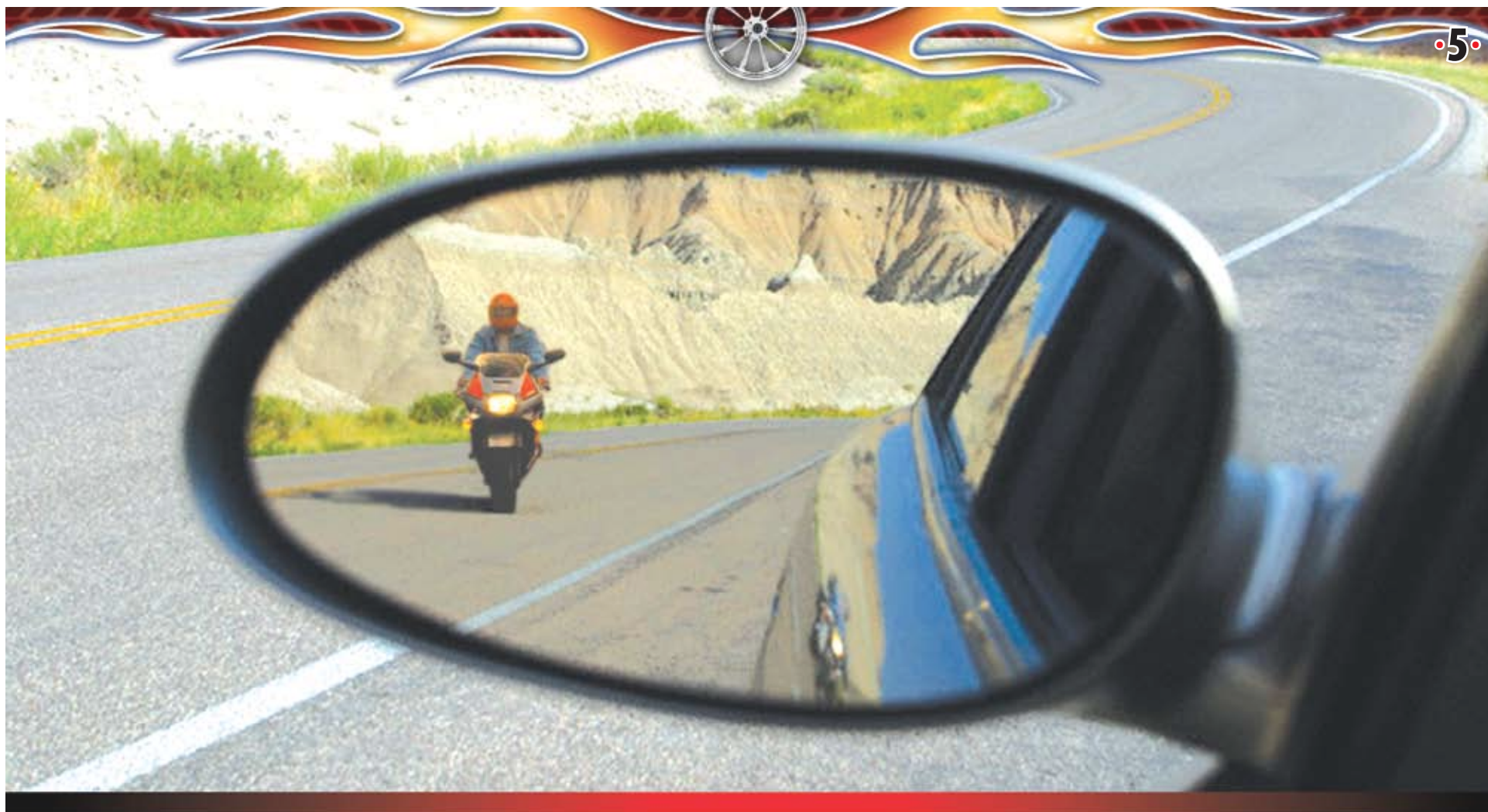
A. All motorcycles are entitled to the full use of a lane. A person shall not drive a motor vehicle in such a manner as to deprive any motorcycle of the full use of a lane. This subsection does not apply to motorcycles operated two abreast in a single lane.

B. The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.

C. A person shall not operate a motorcycle between the lanes of traffic or between adjacent rows of vehicles.

D. A person shall not operate a motorcycle more than two abreast in a single lane.





Ride Safe

Once you're wearing the proper gear and have a well-maintained motorcycle and completely familiar with its operation, the next step is going for a ride. If it were so easy. Motorcycles require more work and skill to ride than driving a car. Moreover, the more skilled the rider, the safer the rider.

The following is information on how to safely ride your motorcycle:

Training

There's an old joke about a lost tourist in New York City who stops a New Yorker on the street for directions and asks, "How do I get to Carnegie Hall?" The New Yorker replies, "Practice, practice, practice." Same goes for safe motorcycle riding. How do you Ride Safe? Practice, practice, practice. The first step is the Motorcycle Safety Foundation's Basic Rider Course, which is offered in 47 states, including Arizona. You should take this course before buying your motorcycle - most providers include use of a motorcycle, helmet and other equipment as part of the class. Learn how to ride a bike before buying one. Once you've passed the course and know the basics, you still need to practice your skills. The foundation also offers an Experienced Rider Course that teaches more advanced skills, including crash avoidance and how to handle emergencies. But besides the courses, the foundation also provides information for riders to set up their own practice area in empty parking lots. Course layouts and how-to exercises can be downloaded from the MSF website, www.msf-usa.org, or the foundation will mail you or tell you how to get a training booklet that includes DIY exercise courses by calling 949-727-3227. Even the most experienced riders should practice their skills at least once a year.

Emergencies

Accidents happen. Dogs run into the street, cars pull out in front of you, tires blow out, engines stall and road debris

flies up. All of these and more can require a rider to take quick and decisive action. It's impossible to imagine and then prepare for all of the bad things that can happen when riding a motorcycle. The best emergency preparedness is being a skilled, attentive and visible rider. Know how to stop your bike in a hurry. Know how to swerve and avoid danger and stay upright. Know how to control and overcome a skid. Know how to ride on rough or dirt roads. Know how to ride on wet or icy roads. Know how to handle a blowout (stay off the brakes, slow down gradually while keeping a firm grip on the handlebars). Finally, a great way to handle an emergency is to start your ride with the intention of avoiding them. Keep a well-maintained motorcycle, wear the proper clothing and gear, ride like all the other drivers can't see you, be attentive to what's happening around you, follow the rules and be safe. Most importantly, in an emergency DON'T PANIC. Use the skills you've learned through experience and training courses to avoid or mitigate the emergency.

Group Riding & Passengers

Many new motorcycle riders are casual riders, meaning they don't ride their bike everyday to go to work, to the store and what not. They're mostly weekend and holiday riders who like to go on "Rides" with small and sometimes large motorcycle enthusiast groups.

But there's a right way to ride in a group. Most of the "pack" riding you see in the movies and on television is not safe group riding and should not be emulated.

Ride in small groups. Big groups are difficult for other motorists and can cause unnecessary conflicts. When riding in groups, stagger the formation so that the first rider is on the inside left of the lane, the next rider is on the outside right and one second, at least, behind the leader, the next rider should be on the inside left at least one second behind the second rider and two seconds behind the first and so on. Do not ride side-by-side, that leaves no room to maneuver in case of an emergency for either rider. Practice a half-dozen or so simple hand signals to inform the group of your intentions. Two riders riding next to each other shouting over the wind and engine noise are not paying attention to what they're doing or where they're going and

10,838

That Ain't No Brain Bucket

The National Highway Traffic Safety Administration estimates that from 1984 through 2004 helmets saved the lives of 16,019 motorcyclists. If all motorcycle operators and passengers had worn helmets during that period, NHTSA estimates that 10,838 additional lives would have been saved.

-Traffic Safety Facts, National Highway Traffic Safety Administration

are a danger to themselves and others.

When riding with a passenger, realize the handling of the motorcycle has been affected, it's heavier and will turn differently and take longer to stop. Passengers should wear the same type of clothing and gear as the driver, especially a helmet. Novices unfamiliar with a motorcycle should be shown what's hot on the bike. They should be taught when to lean and when not to. Passengers should hold onto the driver at all times on the bike, even when it's stopped.

Visibility

Finally, safe riders are visible riders. Ride with your lights on, even in the daytime. Wear bright, reflective clothing. Always assume other drivers don't see you. Most motorcycle wrecks involve a car or truck invading a motorcycle's right of way. Always signal your intentions. Don't ride in blind spots, usually 45 degrees to the left or right of a car or truck's rear bumper. Most car and truck drivers don't adjust their sideview mirrors properly, setting them to look behind their vehicles instead of to the side. Riding in this spot is asking for trouble, avoid it when possible. Don't be afraid to use your horn when in doubt. A little toot can alert a motorist to your presence, especially if they're not doing what they're supposed to, like yakking on a cell phone.

Source: You and Your Motorcycle; Riding Tips, by the Motorcycle Safety Foundation, www.msf-usa.org.

41

Older Riders

In 2003, the median age of all motorcyclists in the United States was 41, according to the Motorcycle Industry Council. In 1985, the median age was 27.

- *The Washington Post*, April 22, 2005

80%

Inevitable Injury

The effects of a crash involving a motorcycle often can be devastating. While 20 percent of passenger vehicle crashes result in injury or death, an astounding 80 percent of motorcycle crashes result in injury or death.

- *Motorcycle Safety Program, National Highway Traffic Safety Administration*



Tips for Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group - whether with friends on a Sunday morning ride or with an organized motorcycle rally - is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared

- **Arrive on time with a full gas tank.**

- **Hold a riders' meeting.** Discuss things like the route, rest and fuel stops, and hand signals. Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

- **Keep the group to a manageable size,** ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared

- **At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit,** so the group is prepared for any problem that they might encounter.

- **Ride in formation.** The staggered riding formation allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

- **Avoid side-by-side formations,** as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

- **Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up.

If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

- **If you're separated from the group, don't panic.** Your group should have a pre-planned procedure in place to regroup.

- **Don't break the law or ride beyond your skills to catch up.**

- **For mechanical or medical problems,** use a cell phone to call for assistance as the situation warrants.

26

Killer Odds

Exposure, measured in terms of vehicle miles of travel in 2001, shows that motorcyclists were about 26 times as likely to die in a crash as someone riding in a passenger car, and are five times as likely to be injured.

- *Motorcycle Safety Program, National Highway Traffic Safety Administration*

Source: Motorcycle Safety Foundation, "Quick Tips: MSF's Guide to Group Riding," www.msf-usa.org.

All Riders Need Training



photo by Sheila Robinson

Sheila Robinson

Vice Chairperson, Arizona Motorcycle Safety Council

Most people recognize the importance of professional training for new activities or sports. The Motorcycle Safety Foundation has developed both beginner and advanced rider training courses, based on more than 30 years of research. This

nationally recognized curriculum is taught in 47 states, including Arizona.

Basic Rider Course

This course is for those with little or no riding experience and is designed to be a safe, enjoyable introduction to motorcycling. The course begins with a discussion about the element of risk that is

inherent in motorcycling and outlines a strategy to reduce risks by making good choices. The course also covers the importance of protective gear, location and operation of motorcycle controls, basic riding skills as well as more advanced accident avoidance maneuvers, techniques for handling different road surfaces, etc. Hands-on riding practice is maximized in this class. Most providers of training for this course provide the necessary basic equipment, such as motorcycles, helmets and gloves. Successful participants are issued a Driver Education Program Certificate of Completion, which waives additional testing for the motorcycle license endorsement when the documents are presented at the Motor Vehicle Division.

Experienced Rider Course

This course focuses on the critical skills necessary for survival on the street. An "open air" classroom discussion covers pre-ride preparation, risk assessment and management, developing a strategy to reduce risks, accident statistics and traction management. The motorcycle range provides a safe environment to practice and fine-tune your skills in the areas of maximum braking, swerving to avoid hazards, cornering techniques and limited space maneuvers. Participants in this course ride their own motorcycles and use their own protective gear.

Be Smart, Start Small A Motorcycle Riding Trainer's Perspective

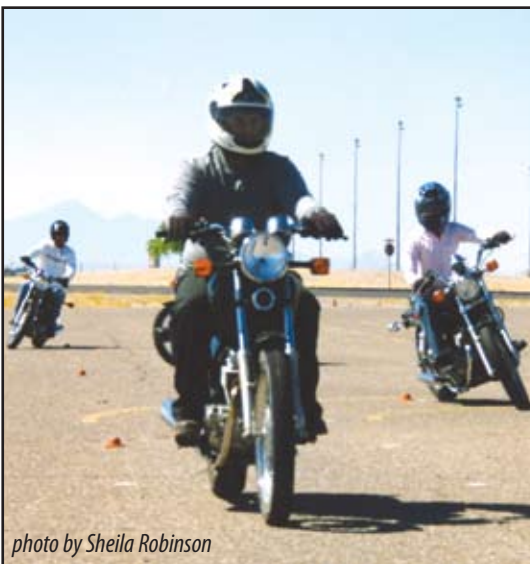


photo by Sheila Robinson

Sheila Robinson

Vice Chairperson, Arizona Motorcycle Safety Council

If you were a beginning airplane pilot and had just completed your first flying class, would you purchase a Learjet and fly cross-country?

If you were a beginning snow skier, after taking your first introductory class, would you purchase the most expensive equipment available and then head for the expert slope?

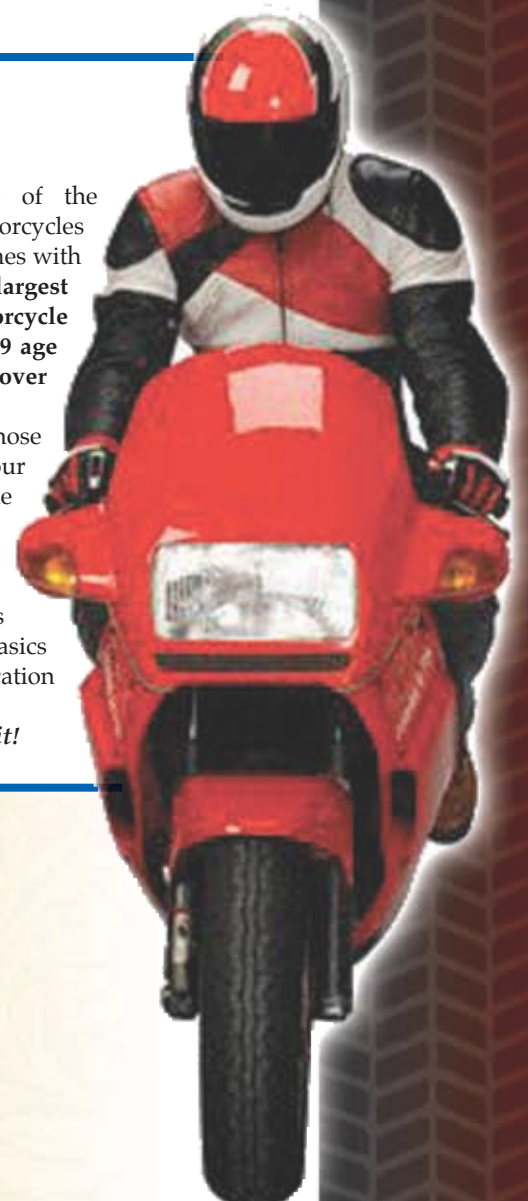
I don't think so. But this is exactly what many new motorcycle riders do.

As a rider trainer for 12 years, one of the biggest mistakes I see beginning riders make is choosing a first bike that is too big or challenging for their skill level. Many students purchase the bike of their dreams - usually a big cruiser or high performance sport bike - and then sign up for a class. They take a weekend class on a 250cc motorcycle then

attempt to ride one of the biggest or fastest motorcycles on the market, sometimes with disastrous results. **The largest concentration of motorcycle fatalities is the 40 to 49 age group riding bikes over 1100ccs.**

Start small and get those basic skills under your belt before tackling the additional challenge of a large, powerful motorcycle. Take time to really learn the skills until you feel the basics of motorcycle operation become automatic.

Your life depends on it!



To find a training provider near you, call
1-800-446-9227

or go to the Motorcycle Safety Foundation website,
www.msf-usa.org



Practice Makes Perfect

Raymond Hardyman
Motorcycle Safety Instructor

When you were a child did your parents or teachers tell you that the more you practice the better you will be at any given task? How much time do you think Tiger Woods spends on the practice range before and after a round? Practice makes perfect.

I spent many years as a police motorcycle officer in Arizona. Practice makes perfect was always at the forefront of any motorcycle training conducted by the police motorcycle training instructor.

New motorcycle officers would complete a six-week training course on the range and follow up with another four weeks of riding with a training officer on the streets before they were considered qualified to ride alone. Every three months all motorcycle officers would complete a riding skills enhancement training course just to maintain their skills. These are officers who ride a motorcycle every day of the week.

How often do you ride your motorcycle? When was the last time you took any training to improve your riding skills? After I retired from the police department, I continued to ride my own motorcycle and took the Motorcycle Safety Foundation's training courses. I later became an instructor and coach. After every MSF training class, students are told that the class alone will not make them an expert operator. They must take the skills they have learned in class and practice, practice, practice.

Students are told to find an empty parking lot to work on their riding skills and continue to seek out training to maintain their skills.



photo by Sheila Robinson


Do you think your motorcycle riding skills are as good as they could be? Do you practice your skills or do you just hop on the bike and ride, hoping that motorists will not pull out in front of you? If so, if a car does pull out in front

of you, you may really find out just what your skills are.

There are a number of motorcycle training sites in Arizona that would be happy to provide you with training. Remember, **practice makes perfect.**

In real life, there is no Reset Button.

Riding a motorcycle is fun, but it isn't a game. Motorcycle riding demands your full attention. Even one drink can impair your coordination and sense of balance. Studies show that nearly half of all motorcyclists who died in solo crashes were under the influence of alcohol. They simply lost control of their bikes. Game over, forever.



www.msf-usa.org • 800.446.9227

when you RIDE, THINK – don't drink.

